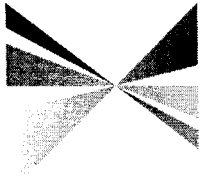


SOUTHERN CALIFORNIA



**ASSOCIATION OF
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Ventura County Transportation Commission: Keith Milihouse, Moorpark

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559-5/22/05

MEETING OF THE

REGIONAL COMPREHENSIVE PLAN TASK FORCE

NOTE REVISED LOCATION

Monday, May 23, 2005

10:30 a.m. – 12:30 p.m.

SCAG Offices

**818 W. 7th Street, 12th Floor
Riverside B Conference Room
Los Angeles, California 90017
213.236.1800**

VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ashwani Vasishth at 213.236.1908 or vasishth@scag.ca.gov

Agenda and minutes are available on the web at:
www.scag.ca.gov/rcp

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.



REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

May 23, 2005

1.0 CALL TO ORDER

Councilmember
O'Connor, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of April 25th, 2005

5.0 ACTION ITEMS

5.1 Economy and Education Chapter Revisions
Attachment

Bruce DeVine
SCAG Staff

Staff will present for consideration by the Task Force a revised Overarching Theme Statement for the Chapter, incorporating new theme elements recommended by the Task Force members at their April 25th RCP Task Force meeting. Phrasing of selected individual economic policies will also be reviewed.

Recommended Action: Provide input to staff regarding the revised issues to be addressed in the Economy and Education Chapter of the Regional Comprehensive Plan, and report to the Community, Economy and Human Development Committee.



REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

5.2 Homeland Security Attachment

Sina Zarifi
SCAG Staff

Staff will report on policies and potential actions for consideration in the development of the Transportation Chapter.

Recommended Action: Provide input to staff regarding issues to be addressed in the Transportation Chapter of the Regional Comprehensive Plan, and report to the Transportation and Communications Committee.

6.0 INFORMATION ITEMS

6.1 Schedule and Next Steps

Ashwani Vasishth
SCAG Staff

Staff will introduce a discussion on the task force meeting schedule and work activities for the coming 2005-06 Fiscal Year.

7.0 CHAIR'S REPORT

Councilmember
Pam O'Connor, Chair

8.0 STAFF REPORT

9.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments

10.0 ANNOUNCEMENTS

11.0 ADJOURNMENT

The next meeting of the Regional Comprehensive Plan Task Force will be held in the SCAG offices, *tentatively*, on Monday, July 25, 2005.



Regional Comprehensive Plan Task Force

Action Minutes for April 25, 2005

The following minutes are a summary of actions taken by the Regional Comprehensive Plan Task Force.

The Regional Comprehensive Plan Task Force held its meeting at the Southern California Association of Governments offices in Los Angeles. There was a videoconference at the SCAG Inland Office in Riverside. The meeting was called to order by Chair Pam O'Connor, Santa Monica.

Committee Chair: Pam O'Connor, Santa Monica
Committee Vice Chair: Susan Longville, San Bernardino

<u>Members Present</u>	<u>Representing</u>	<u>Members Absent</u>	<u>Representing</u>
Aldinger, Jim	Manhattan Beach	Garcia, Lee Ann	Grand Terrace
Cook, Debbie	Huntington Beach	Longville, Susan	San Bernardino
Feinstein, Michael	Santa Monica	Ovitt, Gary	San Bernardino
Miller, Mike	West Covina	Young, Toni	Port Hueneme
Nowatka, Paul	Torrance		
O'Connor, Pam	Santa Monica		
Perry, Bev	Brea		
Pettis, Greg (call-in)	CVAG		

New Members

None

1.0 CALL TO ORDER

Pam O'Connor, Chair, called the meeting to order at 10:37 a.m.

2.0 PUBLIC COMMENT PERIOD

None offered.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

Changed Air Quality 5.2 to first item under Action Items.

4.0 CONSENT CALENDAR

4.1 Minutes of March 28, 2005 accepted

5.0 ACTION ITEMS

The order of action items heard was reversed, with item 5.2 presented before item 5.1, without objection.

5.1 Economy and Education

Bruce DeVine, SCAG Chief Economist, initiated a discussion on various economic policy statements and recommendations for revision. A variety of issues were brought up by the task force and were duly noted. There was substantial lack of agreement on the overall policy goals as presented. **Action:** The Task Force instructed staff to craft more general policy goal options and report back at the next meeting.

Regional Comprehensive Plan Task Force

Action Minutes for April 25, 2005

5.2 Air Quality

Ted Harris, SCAG Air Quality Program Manager, initiated a discussion on various air quality policies and strategies in progress. A variety of issues were brought up by the task force and were duly noted. There was a discussion regarding the degree to which guidance produced by other agencies would be incorporated. **Action:** Report to EEC. Instruct staff to complete a draft with a full range of strategies to address air quality issues.

6.0 INFORMATION ITEMS

6.1 Outcomes-based Planning Discussion

Jacob Lieb, SCAG RCP Program Manager, discussed potential changes to the Regional Comprehensive Plan effort. While all tasks envisioned for this fiscal year will be completed at that point, staff would seek only an action to circulate for public review. Two likely key changes to the process would be:

Draft

1. RCP would circulate until same time RTP is adopted (approx. April 07).
2. RCP will add performance outcomes to each chapter.

It was recommended that the document be readable and have a broad base. The committee wants to be kept informed, and a motion to support the concept was passed.

7.0 CHAIR'S REPORT

None

8.0 STAFF REPORT

9.0 FUTURE AGENDA ITEMS

None discussed

10.0 ANNOUNCEMENTS

It was suggested that the Task Force's next meeting be held at the Museum of Natural History with a tour afterwards of the exhibit entitled, "Collapse." All members present agreed. Jacob Lieb announced that there would possibly be no meeting in June, resuming the normal schedule in July.

11.0 ADJOURNMENT

The meeting was adjourned at 12:29 p.m. The next Task Force was scheduled for May 23, 2005 from 10:30 a.m. to 12:30 p.m., the location to be announced later.

**REVISED RCP ECONOMY AND EDUCATION
CHAPTER**

Incorporating comments and suggestions made by
the RCP Task Force at its meeting
on April 25, 2005

Bruce F. DeVine
Chief Economist
(213) 236-1903
devine@scag.ca.gov

May 16, 2005

Revised SCAG Economic Policy Summary

Based on the Economy Chapter of the 1996 RCP&G, the 2004 RTP, Southern California Compass, and the
"Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005)

May 2005

Regional Comprehensive Plan Task Force

RCP&G Economy Chapter Revised Overarching Theme Statement

A bold new strategy is needed to ensure the SCAG region economy flourishes in the future. The first step is to identify the actions we as a region can take to improve our attractiveness to enterprise and create jobs that will enable all the region's workers to meet basic needs. The Compass Growth Visioning principles--in particular livability, prosperity, and sustainability--can serve as the foundation for this new economic strategy. In order to satisfy the prosperity and sustainability criteria, regional [local government?] policies must be developed that enable business to be profitable and competitive regionally, nationally and internationally while at the same time ensuring sufficient growth in employment and incomes to alleviate poverty and meet the needs of all who participate in the economy. Community planners and businesses should be encouraged to provide a variety of housing to meet the needs of all income levels; housing should be located near jobs; and environmental justice must be ensured. Governments and private sector organizations in the SCAG macropolis must think strategically as they develop plans for their future.

Policy Statement		Task Force Comments*
1	(Under "Regional Economic Goals") Income targets for 2020 should be phrased in terms of desired growth rates of real income, . . .	None
2	The region's gains in economic prosperity (should be) shared broadly by residents throughout the region.	Rephrase as: "Growth in the region's economic prosperity . . ."
3	Regional policy makers need to be concerned with five major categories of competitive resources: a. A competitive work force b. Efficient infrastructure c. Quality of life d. The "business climate" e. Business leadership	
3a	. . . attracting, retaining and training a diverse labor force has become an increasingly important objective for regional economies.	*More emphasis needs to be put on this point given the low level of educational achievement of much of our work force and working age youth.
3b	For the region to remain globally competitive . . . significant new investment will be required to expand capacity in order to benefit from the strong growth in international trade expected . . .	Makes us dependent on the regional economy *Respect for quality of the environment needs to be added.
3b	Governments and private sector organizations must develop global trade logistics infrastructure support facilities that will help local businesses remain competitive and assist the region in attracting foreign investment.	*See also statements #11 through #15, below.
3c	Quality of life includes environmental amenities, adequate resources to combat crime, cultural resources, affordable housing, and efficient transportation systems.	None
3d	Rules and regulations are a factor in business location. . . Southern California cannot ignore the implications of permit processes on location decisions.	Local government needs flexibility to meet needs *SCAG should explore ways to assist cities in mitigating delays caused by permitting. A real need in view of the housing crisis is to speed up the permit process.

3e	The new economy makes impractical and inappropriate the old hierarchical, big company-dominated (leadership) structures of the past. It will require a new kind of business leadership—drawing from the region’s increasingly diverse economic and demographic base.	Rephrase: “The new economy requires a new kind of business leadership--drawing from small and medium-size business and the region’s increasingly diverse economic and demographic base.”
4	The region must increase its share of employment in those industries and service sectors where wages and salaries will be higher than average and where growth nationwide and internationally is expected to be strong. The emerging information-driven industries represent the fast-growth, high-wage arenas that will define the nation’s economic future.	<ol style="list-style-type: none"> 1. Everyone who participates in the economy should be able to meet his or her basic needs on a sustained basis for the common good. 2. Goal is agreeable; difference is how we get there. 3. New model should include jobs to meet environmental goals. <p>*Modify #4 to include industries with a defined career ladder and not necessarily requiring advanced education (e.g., logistics).</p> <ol style="list-style-type: none"> 4. Examples: FedEx, UPS
5	A state-of-the-art strategy to energize basic industry will require collaboration and cooperation through industrial clusters . . . The first step is to increase awareness of both the private and the public sector in the region as to what efforts are already under way supporting industry cluster formation.	None
6	Public investment is necessary to attract private investment, as well as to maintain and improve the quality of life. The ability to attract workers and firms is dependent upon critical infrastructure investment that can create good schools, mitigate congestion and crime problems, and create world class recreational opportunities.	None
7	. . . fundamental fiscal reform at the state and local level will be required in order to meet the capital investment requirements of the region’s economy. The paramount importance local government accords sales tax revenue places a premium on tax generating retail business rather than on wealth-generating basic industry.	<ol style="list-style-type: none"> 1. Replace “tax generating” with “revenue generating”. 2. Replace “wealth generating basic industry.” with “basic industry which provides workers the ability to make a living.” <p>*Primarily <u>State</u> fiscal reform, including curbing state government’s ability to hijack local school and transportation funds.</p> <p>*At the local level, de-emphasis of sales tax is needed.</p>
8	It is the responsibility of SCAG and other regional organizations, in cooperation with regional businesses, to achieve buy-in at the subregional, city, and county levels to the need for expanding the region’s economic base. City management and . . . local elected officials must become active partners in the regional economic strategy.	Substitute “facilitate” for “achieve” in the third line of # 8.

Relationship of the 2004 Regional Transportation Plan to RCP Economic Policy

“The 2004 RTP boosts regional employment economic vitality through transportation infrastructure investments funded through the private sector and backed by user fees . . . This regional strategy, if successful, will become a powerful economic development tool that will generate jobs, increase per capita wealth and restore economic competitiveness and social equity. In the long run, private sector infrastructure investments can revitalize the SCAG Region’s economy and enhance its global economic position. . . Moreover, the economic benefits from private investments of this magnitude will not be confined to the SCAG Region; positive State and national economic impacts will also be generated.”

9	Adjust the fuel excise tax rate to maintain historical purchasing power. Further, maximize fuel tax revenue through pay-as-you-go and debt financing.	None
10	Pursue user-fee supported project financing for major regional investments where applicable.	None
Economic Policy Measures Advocated in the Southern California Goods Movement Policy Paper One-third of all waterborne freight container traffic at U.S. ports is handled by the Ports of Los Angeles and Long Beach. Fifty to seventy percent of the freight coming into these two ports is headed for destinations outside the region . . . Southern California provides these services to the nation while enduring substantial local burdens, including traffic congestion, air pollution, noise, public health impacts, visual blight, and freight-related safety incidents. These burdens are not compensated, thus forming an effective subsidy for lower-priced goods in other states . . . The national purpose served by Southern California's goods movement system points to the need for strong federal assistance in addressing the problem.		
11	The federal government should explore ways to compensate the region for the services it provides, and should take legislative action to allow the region to pursue innovative funding strategies to build the needed infrastructure.	None
12	Improvements to the goods movement system should not come at the expense of other transportation system investments . . . Other sources of public and private funds must be tapped (homeland security, environmental protection, defense funds, user fees, and growth in customs fees, among others).	Should focus on energy instead of goods movement.
13	Both the Federal and State governments must act to support innovative procurement and public-private funding mechanisms.	None
14	Again, given current limits on local and state finances, innovative methods will be needed to procure and pay for these system improvements. Policy makers have the responsibility to enhance innovative financing opportunities so that public funds can better support critical goods movement projects	(Note: The Goods Movement Policy Paper contains a list of innovative financing arrangements that involve local borrowers and the state and federal governments. While these are not strictly economic policy measures they are included here because they involve financial activities that are related.)
15	Three types of initiatives are currently being implemented by public and private sector goods movement stakeholders in southern California: <ul style="list-style-type: none"> • Operating enhancements • Environmental mitigations/enhancements, and • System/physical enhancements. Each category includes both short-term actions – generally, those that will have an effect immediately, or within about the next five years – and longer-term actions.	(Following this statement is a long list of actions being undertaken or to be undertaken to enhance the efficiency of the region's goods movement sector while at the same time reducing its negative side effects. As these are not strictly economic policy measures, we refer the reader to SCAG's Goods Movement Policy Paper for details.) <u>TF comments</u> -Goods movement: how do we make it work? (Some see less wealth, great AQ impact, etc. How big is big enough?) -Port impact is felt on freeways (710, 110)--sustainable? How do we reduce impacts on those who don't see wealth benefits?

Southern California Compass: Growth Visioning and Economic Policy

Among the strategies and principles for managing growth crafted by the Growth Visioning Subcommittee the ones most relevant to economic policy are Mobility Prosperity, and Sustainability. Much of what the Compass project has to say in these areas is covered in the revised overarching theme statement and the sections above, but it may be worthwhile to rephrase it in Growth Visioning terms.

16	Under "Mobility" the following recommendations appear: <ul style="list-style-type: none">• Encourage transportation investments and land use decisions that are mutually supportive.• Locate new housing near existing jobs and new jobs near existing housing.	None
17	The "Prosperity" Principle is stated as "Enable Prosperity for all people", virtually the same as statement #2, above, from the Economy chapter of the RCP&G. Under this Principle we find: <ul style="list-style-type: none">• Provide in each community a variety of housing types to meet the needs of all income levels.• Support local and state fiscal policies that encourage balanced growth.	None
18	The "Sustainability" principle has to do with accommodating growth while avoiding development of sensitive open space resources. Sustainability includes: <ul style="list-style-type: none">• Developing strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and• Focusing development in urban centers and existing cities.	None

MEMO

DATE: May 23, 2005

TO: Regional Comprehensive Plan and Guide Task Force

FROM: Sina Zarifi, Senior Transportation Planner
213-236-1853, zarifi@scag.ca.gov

SUBJECT: Transportation Chapter of the Regional Comprehensive Plan: Goals, Policies and Actions

SUMMARY

The Transportation Chapter of the Regional Comprehensive Plan (RCP) is a compendium of actions and policies based on the adopted 2004 Regional Transportation Plan (RTP). It offers specific actions for implementation of strategies that support the policies adopted by the SCAG Regional Council.

The 2004 RTP established a transportation vision for an area that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. RTP is a multi-modal plan representing a vision for a better transportation system, integrated with the best possible growth pattern for the Region over the Plan horizon of 2030. The Plan provides the basic policy and program framework for long term investment in our vast regional transportation system in a coordinated, cooperative and continuous manner.

RTP GOALS

The goals established for the 2004 RTP reflect the Region's focus on a balanced approach to transportation planning and decision-making:

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment, improve air quality and promote energy efficiency
- Encourage land use and growth patterns that complement our transportation investments

ADOPTED POLICIES

The following policies were adopted by the SCAG Regional Council to guide the development of the 2004 RTP and further reflect the transportation priorities for the Region:

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.
- Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

RECOMMENDED ACTIONS

System Improvements

In coordination and cooperation with Caltrans and the County Transportation Commissions, the Region must maximize the productivity of its transportation system through:

- Flow-improving infrastructure modifications – also referred to as physical operational improvements.
- Freeway service patrol to facilitate removal of stalled vehicles.
- Transportation management systems, including: incident management systems; traveler information systems; ramp metering systems; arterial signal management systems;
- Physical improvements to the transportation system must consider safety improvements by investing in improvements such as the extension or addition of auxiliary or merging lanes, allowing a safer transition in traffic flow.

TDM - Non-Motorized

SCAG should continue to promote and support the efforts of the region's Transportation Commissions and encourage them to:

- Maintain and increase the existing rideshare market and increase the number of carpools annually through increasing programming of public funding.
- Formalize and expand partnerships among public and private sector stakeholders to improve delivery of vanpool services regionally
- Establish a dedicated funding source for planning and implementing vanpool programs and services.

- Expand the provision of vanpool services in the Region through an increase in dedicated public-sector staffing and resources
- Facilitate a regionally coordinated marketing strategy among the public and private sectors to enhance vanpool programs, increase ridership and improve outreach efforts
- Formalize and expand partnerships among public and private sector stakeholders to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting
- Explore the opportunity to develop and to disseminate educational programs at the county and community level that promote consumers' use of non-motorized travel modes for non-work trips made during commute hours
- Explore partnerships among public and private sector providers of medical, shopping, school, recreation and related services and programs to identify alternative modes of travel to their establishments and to evaluate their ability to offer consumer services during non-commute hours
- Implement bikeway expansion projects, create a bicycle and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking.

Land Use

Region's transportation and planning agencies in cooperation and coordination with local jurisdictions should promote policies and strategies that further integrate land use and transportation. The region's cities and counties should:

- Use infill where appropriate to revitalize underutilized development sites.
- Focus growth along transit corridors and nodes to utilize available capacity.
- Provide housing opportunities near job centers, and job opportunities, when appropriate, in housing-rich communities.
- Provide housing opportunities to match changing demographics.
- Ensure adequate access to open space.
- Change land-use to correspond to the implementation of a decentralized regional aviation strategy and its consequent short- and long-term job creation.
- Change land-use to correspond to the implementation of regionally significant major transportation projects and their consequent short- and long-term job creation.

Highways and Arterials

The Federal Highway Administration and Caltrans in coordination with the region's Transportation Commissions should provide the financial support necessary to improve the region's highway network. The funding would provide for implementation of:

- HOV gap closures
- HOV connectors

- Mixed-flow improvements
- Interchange improvements
- Truck climbing lanes
- ITS improvements/deployment
- Toll lanes and High occupancy toll lanes (HOT)

In addition to the above listed improvements it is recommended that significant increase in funding for arterial improvements and capacity enhancements be provided. These involve a combination of widening, signal prioritization and other Intelligent Transportation Systems (ITS) deployment and grade separation at critical high volume intersections to enhance the flow speed and capacity of the arterial.

Transit

The region's Transportation Commissions and transit providers should consider and implement the following strategies:

- Major expansion of bus rapid transit services throughout the Region.
- Development and adoption of a long-term strategy for integrating the planning of commercial, residential and recreational land-uses with the transportation system as well as increasing land-use intensities in areas with higher transit services and access.
- Inclusion of more mixed uses near transit services and facilities by local jurisdictions.
- Promotion of transit-oriented developments along the major transit corridors.
- Construction of new transit centers and park-and-ride facilities in areas that provide access to the freeway HOV network, transit corridors and express buses. Existing transit centers should be upgraded for multi-modal uses that support restructured transit services.

Goods Movement

The regional stakeholders consisting of both public and private sectors should work together to develop and implement the following strategies:

- A regional system of user-supported, dedicated facilities.
- Further development of truck-climbing lanes.
- Increase mainline track and intermodal rail yard capacity.
- Secure funding to implement capacity enhancement projects that would improve and expand freight railroad infrastructure, commuter rail facilities, and grade separations of highway-rail crossings.
- Major infrastructure improvement program at the region's ports that includes improvement and expansion of ground access, expansion of rail yards and utilization of ITS.
- Consider further development of "inland ports" that serve as cargo facilitation centers where a number of import, export, manufacturing, packing, warehousing, forwarding and customs could take place.

Aviation

The region's airport authorities must cooperate in formulation and implementation of a regional aviation strategy that will ensure efficient usage of capacity. This strategy represents a decentralized system that relieves pressure on constrained, urbanized airports and on the region's surface transportation infrastructure. The regional strategy contains:

- Support capacity expansion at major existing and potential airports to handle anticipated increases in passengers and cargo volume.
- Mitigate the effects of expanding airports and consider the reuse of former military airfields so that community impacts are minimized.
- Maximize air passenger and air cargo utilization of outlying airports in less-populated areas.
- Develop a "Consortium" through memoranda of understanding between all of the airports in the regional system. The agreements will establish a common framework for coordinating all airport master planning and facility construction consistent with an adopted Regional Aviation Plan. The Consortium would focus on on-airport operations and facilities, and would not have power of eminent domain.
- LAWA will develop an "Integrated Metropolitan Airport System Plan." This plan will detail how LAX, Ontario and Palmdale will work with each other and other regional airports in efficiently meeting regional aviation demand as defined in the RTP Regional Aviation Plan.
- LAWA will provide needed financial support to Palmdale and Ontario airports to construct new facilities and establish long-haul and international service through attractive pricing arrangements and other inducements.
- Palmdale will become a limited international airport, making all of LAWA's commercial airports international airports.
- LAWA will broker cooperation from airlines to provide more robust flight portfolios at Palmdale and Ontario, including long haul and international service.
- Agreements between LAWA and non-LAWA airports will be developed to promote further decentralization of the regional aviation system. Different roles and market niches for airports will be defined, so as to reduce competition and increase cooperation and coordination between airports, and maximize utilization of available airport capacities in the Region.
- The agreements will establish a common framework for a regional "Airport Consortium" that will coordinate all airport master planning and facility construction consistent with an adopted Regional Aviation Plan.
- The Regional Airport Consortium will coordinate with the Maglev Joint Powers Authority to ensure seamless Maglev connections to airports, and increase air passenger ridership via Maglev through integrated fares and other market tools.

MAGLEV

In coordination and cooperation with the public and private stakeholders, SCAG will:

- Complete the preliminary engineering for the Initial Operating Segment (IOS)
- Form a Joint Powers Authority to market the project to the public/private stakeholders
- Secure necessary funding for completion of the IOS
- Seek legislative support at the regional, State and federal levels for the Maglev deployment